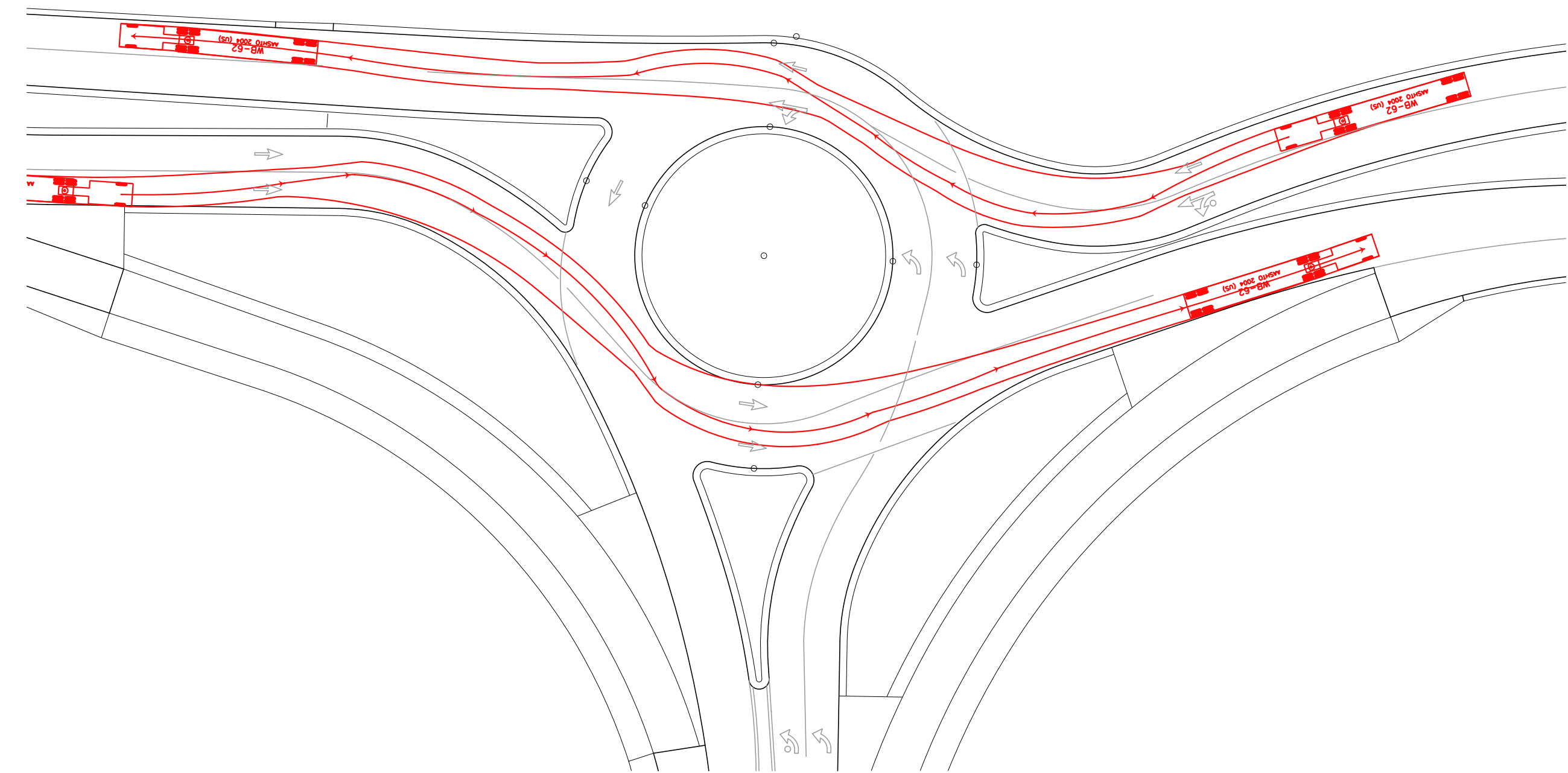


ACCOMODATING TRUCKS AT ROUNDABOUTS



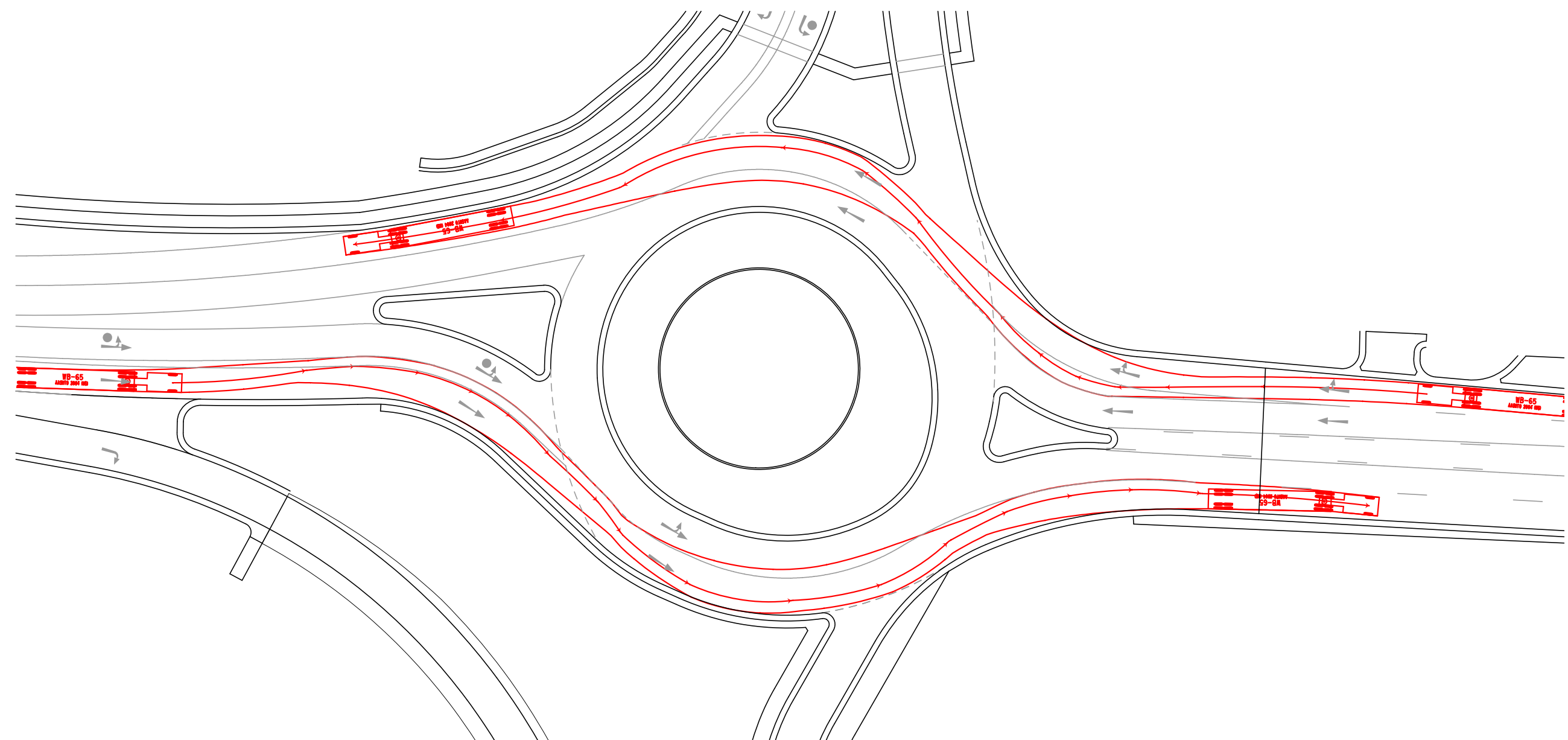
PHOTOGRAPH OF CASE 1 ROUNDABOUT
TRUCKS WILL USE MORE THAN ONE LANE AS THEY ENTER ROUNDABOUT



DRAWING ILLUSTRATING HOW TRUCKS NAVIGATE A CASE 1 ROUNDABOUT
(TRUCKS WILL USE MORE THAN ONE LANE AS THEY ENTER ROUNDABOUT)



PHOTOGRAPH OF CASE 2 ROUNDABOUT
TRUCKS WILL STAY IN LANE AS THEY ENTER ROUNDABOUT



DRAWING ILLUSTRATING HOW TRUCKS NAVIGATE A CASE 2 ROUNDABOUT
(TRUCKS WILL STAY IN LANE AS THEY ENTER ROUNDABOUT)

ROUNDABOUTS CAN BE DESIGNED IN DIFFERENT WAYS TO ACCOMODATE TRUCKS. THIS EXHIBIT SHOWS:
(A) A "CASE 1" ROUNDABOUT WHERE TRUCKS OCCUPY BOTH LANES AS THEY ENTER
(B) A "CASE 2" ROUNDABOUT WHERE TRUCKS STAY IN LANE AS THEY ENTER
THE SPRINKLE ROAD INTERCHANGE ROUNDABOUTS WERE DESIGNED AS "CASE 2" ROUNDABOUTS